

VOLUME XV.

MILWAUKEE DAILY SENTINEL, WEDNESDAY MORNING, JULY 14, 1858.

THE DAILY SENTINEL.

OFFICIAL PAPER OF THE COUNTY.

JERMAIN & BRIGHTMAN,
PUBLISHERS AND PROPRIETORS.
T. D. JERMAIN..... J. E. BRIGHTMAN.

RUFUS KING..... EDITOR.

TERMS OF THE SENTINEL.

Daily \$7.00—Tri-Weekly \$4.00—Weekly \$1.50
INvariably ADVANCED.

MILWAUKEE, WIS.:

WEDNESDAY MORNING, JULY 14.

Republican Congressional Convention.

SECOND DISTRICT.—A Republican Convention for the Second Congressional District of the State of Wisconsin, will be held at PEAKES D. C. CITY on Wednesday, the 1st of August, 1858, at 12 o'clock M., for the purpose of nominating a candidate for member of Congress of said District, to be supported at the next general election.

Each Assembly district will be entitled to two delegates in said Convention.

It is recommended that the Republicans of the different Assembly districts, meet on the day, the 28th of August next, and select delegates to said Convention.DAVID ATWOOD,
HANNAH ROBINSON,
T. H. COOPER,
M. S. GIBSON,
S. G. LEE,

District Committee.

Madison, July 8, 1858.

Rate Leaving the Sinking Ship.

A striking proof of the forlorn condition to which BUCHANAN & Co. are reduced, is to be found in the general description among the quandom followers of the Administration to the rival standard of the Democrats. In the West, and especially in Wisconsin, the standard is almost universal. There is hardly a Buchanan paper but a few Buchanan men, left in the whole State. Even the news, one of the President's "original friends" and "LeCompton from the start," (after a slight balk,) has finally turned its back upon the Administration, denounces the LeCompton villainy in unmeasured terms, and daily chants the praises of Senator DOUGLAS. Nay; not content with this, it is now turning to "snubbing" the Administration and making fun of its unfortunate appointments. Thus, in yesterday's issue, we find these two anecdotes with the "moral" attached:

Two more "ORIGINAL FRIENDS."—On the 5th inst., Senator Bigler made a speech at Philadelphia, in which he alluded very feelingly to the difficulties, and dangers which have beset the path of the President, among which he spoke of his "original friends" as follows:

Then, again, it is said there are many of Mr. Buchanan's friends who have received no appointment. This is undoubtedly true; but the point is theirs, and not his. (Laughter.)

There are too many of them. (Renewed laughter.) Had there been more "original friends" than were offered to him, then the President might have conformed to the standard; but as it is, the standard is inescapable.

We presume the "laughers" came mostly from "original friends" who have received appointments on the principle of "letting them that win, laugh." That difficulty, however, so formidable in Pennsylvania, is so far obviated here in Wisconsin, that we have all the "original friends" with whom we can provide, and the standard one, does not before long get into his claws recognized before the close of Mr. Buchanan's Administration.

A NEW YORKERS VIEW.—Our friend Botts, of the Rochester Union, himself an unsuccessful applicant for the Rochester Post Office, discovers another element of success, which he evidently deems quite as potent as "original" friends. He says:

Many of the slaves of other states, like the two mentioned above, have their political and their consequent success, to Know Nothing and other anti-democratic affiliations. It is expected that they will add largely to the Democratic strength of the State.

We hope so. If they refuse to support the democratic party, after securing all the offices, it will be very useless for us to do so, and in that case, we shall have to let them have their own "unusual and unhappy alliance" with the republicans to defeat the regular democracy of that State. But if they conduct themselves in that way, when in office and "under bonds to keep the peace" it would be extremely hazardous to turn them loose.

Who would have believed, two months ago, that the loyal North could come to this? The sneer at Mr. BUCHANAN, for taking care of his "original friends"—Pennsylvanians and Federalists to wit—the endorsement of the Rochester Union's charge, that the fortunate applicants for office owe their success to "Know Nothing of Slavery"; the intimation that in Illinois the Buchanan party, i. e. the Federal Office-holders, are in alliance with the "Black Republicans" to defeat the "regular Democracy," to wit: Douglass and his party—all these things sound strangely enough in the columns of a paper which but a short time since was singing praises to Mr. BUCHANAN, fighting stoutly for LeCompton, and turning a cold shoulder to Mr. DOUGLAS!

The Latitude, N. H., and the Land Grant.

The Madison Argus, in the course of some comments upon what the Sentinel said, touching Gov. RANDALL's refusal to certify that the La Crosse and Milwaukee R. R. Company, by building 20 continuous miles of road, had thereby become entitled to 120 Sections of the Public Lands, thus replies to one point in our article:

The Sentinel attempts to hold a rod up in the aspersions quoted by the Argus. It was the simple statement of an obvious and incontrovertible fact. The Company cannot build the line from Madison to Portage without credit. The Public Lands constitute their only remaining basis of credit. If these are withheld, credit is out of the question, and the road cannot be built.

All right, says the Argus. If the road is not built, the Company get no lands. But how does that help the construction of the line which the Madison papers are so anxious to see completed?

The main line between La Crosse and Milwaukee, will be finished and in operation this coming fall; and will pay a princely revenue. "When you stand well, stand still" is a good maxim in war, business, or Rail Roads. The Company can afford to "stand still" at this point, if denied the means of prosecuting the Land Grant Road. But give them the means, to-wit, the land, and they will go ahead with the work from Columbus and Madison, and North-Westwardly to the St. Croix

The Kibworth City Mirror says:

All the Company now need to enable them to raise the farm Mortgages and build those branches is the confidence of the public, and especially of eastern capitalists.

The possession of the lands would go far to ensure both these results; but without the land we do not see how either is to be accomplished. If our Madison contemporaries are more far-sighted in this regard, we should be happy to hear from them.

A SPECIAL EDITOR.—The Stevens Point Picay, a "National Democratic" organ, and edited by one of Mr. BUCHANAN's prominent office-holders, thus justifies the imprisonment for a long term of years, of the colored Methodist Minister in Maryland, for the high crime of having in his possession a copy of Uncle Tom's Cabin:

That tool is a political tract of incendiary character, written expressly to produce insurrection, and to stir up slaves to rebellion. A man who would deliberately circulate it among the blacks, would rejoice to see them butcher their masters.

Probably, the editor of the Picay never read "Uncle Tom's Cabin." If he did and the above is his deliberate opinion of it, we fear that his heart is a good deal softer than his heart.

EDWARD WITHDRAWAL.—HARRISON REED, for many years connected with the Press of this State, and for some time past editor of the Neosho Conservator, has relinquished his chair, pen and scissors to Mr. B. S. HEATH, of Menasha. The Conservator, under Mr. S. Heath's management, was a capital paper, and we hope that it will lose neither interest, nor character, in the hands of Mr. Heath.

WHEN MARKET—Garrison Express nr Peaco
by our latest accounts from Cavalier and Bosobel, the rival wheat markets of Grant County—the former representing the highest river market, the latter the highest railroad market, wheat was only 45 cents at Garrison, while the grain market, being the lowest, was 40 cents. The wheat market has been the highest. We account for the triumph of Bosobel in this way: the transportation charges for wheat by river have heretofore been very low, not half compared with the rates of M. & M. & M. & M. to the west, and therefore, paying less to help the market, men concluded they could make money by reducing their rates.

Grant Co. Herald, July 12th.

Then, one by one, the M. & M. R. R. Companies are correcting their errors and whining back to Milwaukee the business which legitimately belongs to it. Offering, as our city does, to compete and indisputably the best wheat market on Lake Michigan, there is no conceivable reason why, not equal facilities of transportation, we should not draw half the bulk of the grain from Northern Illinois, the greater part of our own State, and the whole of Northern Iowa and Minnesota. Let our Railroad managers stick to the sensible policy they have at last adopted, and they will find constant employment, at paying rates, for all the freight cars they can put on their roads.

THE ATLANTIC TELEGRAPH CABLE.—The following letter from a prominent director of the Atlantic Telegraph Company was published in the Journal of Commerce on Monday last. It will be seen that the views expressed in it accord closely with the editorial remarks in the New York Commercial of June 26, and present a somewhat gloomy picture for the future of the enterprise:

The Female Collegiate Department promises much to the cause of female education. At the recent commencement of the University, Miss BETTY E. FOX, of Neenah, and Miss CAROLINE E. WILSON, of Appleton, graduated with honor from Northern Illinois, the greater part of our own State, and the whole of Northern Iowa and Minnesota.

LAURENCE THOMPSON.—The public seems impressed with the belief that the effort now making by the combined fleets of the United States and Great Britain, to connect the continents of Europe and America, by a submarine cable, is destined to fail.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These are circumstances in its favor and more against it. They have a thousand miles of submarine cable, enabling them to charge to allow it to run out at a speed fifty per cent greater than that of the ship. They can raise up the broken, but still on steam, the cable going ready to lay it again. It is a matter of time, however, before they can do this.

These

CHICAGO MARKET.

MILWAUKEE DAILY SENTINEL, WEDNESDAY MORNING, JULY 14, 1858.

RAILROADS.

THE GREAT NORTH-WESTERN ROUTE!

SUMMER ARRANGEMENT.

1858

1858

MILWAUKEE & MISSISSIPPI RAILROAD!

FROM MILWAUKEE

T.

JANESVILLE, MADISON, PRALIE DE CULEN, LANSING,

LA CROSSE, WINONA, RED WING, REND LANDING, PESCATI,

HATINGS, ST. CROIX, HUMPHREY, STILLWATER,

S. T. PAUL.

NORTHERN IOWA, WISCONSIN & MINNESOTA.

N. W. A. & T. CO., JUN 22, 1858.—The Daily Express Train will leave Milwaukee for Prairie du Chien, as follows:

11:30 A. M., connecting with St. Paul at Prairie du Chien, at 9 A. M.

10:00 A. M., connecting with St. Paul at Prairie du Chien, at 9 A. M.

5:00 P. M., Newaygo Accommodation, Freight.

Conductors and Agents for Boley, Belvidere, Prospect, Elgin, Woodstock.

M. & S. MARINE.

J. B. NEWHALL, HOGG.

W. G. HODGES.

L. A. KELLOGG.

W. D. SCOTT.

J. H. BROWN.

M. J. NELSON.

J. H. BROWN.

S. H. BOYER.

L. PARSONS.

J. M. HANSEN.

A. CLARK.

J. D. COLEMAN.

J. G. HODGES.

J. G. HODGES.